

Amendments to the Claims:

1-31. (Canceled)

32. (New) A vehicle including a chassis having a fore and aft axis, a differential gear having a differential carrier, the differential carrier being pivotably mounted relative to the chassis about said axis, the differential gear having two opposite half shafts, each half shaft being connected to a respective wheel hub, the vehicle further including two opposite tie rods, each said wheel hub having one end of a respective tie rod pivotably connected thereto, the other end of the respective tie rod being pivotably connected to the chassis, the differential carrier and the chassis having a control arm pivotably attached therebetween, whereby on cornering of the vehicle the control arm constrains the differential carrier to pivot relative to said chassis, in a predetermined manner.

33. (New) A vehicle according to claim 32, wherein the respective tie rods are pivotably mounted on a common upper collar, the upper collar being pivotably mounted on the chassis above the differential carrier.

34. (New) A vehicle according to claim 33, wherein the upper collar is coaxially mounted on an upper cylindrical member of the chassis.

35. (New) A vehicle according to claim 33, wherein two further opposite tie rods are provided below the respective half shafts.

36. (New) A vehicle according to claim 35, wherein said further tie rods are pivotably mounted on a common lower collar, the lower collar being pivotably mounted on the chassis underneath the differential carrier.

37. (New) A vehicle according to claim 36, wherein the lower collar is coaxially mounted on a lower cylindrical member of the chassis.

38. (New) A vehicle according to claim 33, wherein two further tie rods are provided below the respective half shafts, said further tie rods being pivotably mounted on a common lower collar, the lower collar being pivotably mounted on the chassis underneath the differential carrier, and wherein each of the upper and lower collars have a radius arm extending therefrom on the same side, a link being pivotably connected between the radius arms.

39. (New) A vehicle according to claim 38, wherein the radius arms are of equal length.

40. (New) A vehicle according to claim 38, wherein the radius arms are parallel.

41. (New) A vehicle according to claim 38, wherein the control arm is pivotably connected between one of the radius arms and a radius member of the differential carrier.

42. (New) A vehicle according to claim 41, wherein the radius member is longer than the radius arm connected thereto.

43. (New) A vehicle according to claim 41, wherein the radius member and the associated radius arm are parallel.

44. (New) A vehicle according to claim 42, wherein the radius member is twice as long as the associated radius arm.

45. (New) A vehicle according to claim 33, wherein the vehicle further includes a suspension means operatively connected between said chassis and respective wheel hubs and having opposite attachment points, said suspension means being operable to permit verticle movement of the chassis relative to the ground.

46. (New) A vehicle according to claim 45, wherein the suspension means includes a chassis arm pivotably connected to the chassis, said chassis arm being pivotably connected to one of said attachment points, the suspension means further comprising opposite compressible suspension units, wherein both said units are pivotably connected to said chassis arm, and wherein the

chassis arm extends from said upper collar, and is perpendicular to the ground in the upright rest condition of the vehicle.

47. (New) A vehicle according to claim 32, wherein each half shaft is pivotably connected to a respective wheel hub via an outer universal joint, wherein each half shaft is pivotably connected to the differential gear with an inner universal joint, and wherein at least one of the respective inner and the outer universal joints provides for a change in length of the respective half shaft.

48. (New) A vehicle according to claim 32, wherein the vehicle further includes an engine, the engine having a drive output perpendicular to said axis and driving a parallel lay shaft, the lay shaft having a universal joint connected to an input member of the differential gear, the input member being on said axis so as to provide for pivoting of the engine relative to the differential carrier.

49. (New) A vehicle according to claim 32, wherein the engine is connected to the differential carrier.

50. (New) A drive train assembly for a vehicle including a chassis having a fore and aft axis, a differential carrier and a control arm, the differential carrier being pivotably mounted relative to the chassis about said axis, the differential carrier and the chassis having a control arm pivotably attached therebetween, whereby on pivoting of the chassis about said axis the control arm constrains the differential carrier to pivot relative to said chassis, in a predetermined manner.